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The Hongkong Telegraph

WEATHER FORECAST
OVERCAST.
Barometer 29.78

(ESTABLISHED 1881.)

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May 15, 1917. Temperature 6 a.m. 80 2 p.m. 82
Humidity 87 84

May 15, 1916. Temperature 6 a.m. 79 2 p.m. 73
Humidity 86 85

7655 日五廿月三

TUESDAY, MAY 15, 1917.

二拜禮 號伍十月五英港 SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

ADMIRALTY CHANGES.

New Commander-in-Chief for the China Station.

London, May 14.

In the House of Commons, Sir Edward Carson announced the following changes on the Board of the Admiralty:—Admiral Sir John Jellicoe to have the additional title of Chief of Naval Staff. Vice-Admiral Sir Henry Oliver, at present Chief of Staff, to be an additional member of the Board with the title of Deputy Chief of Naval Staff.

Rear-Admiral A. L. Duff, at present in charge of the Anti-Submarine Department, to be an additional member of the Board, with the title of Assistant Chief of Naval Staff.

Rear-Admiral Lionel Halsey, at present Fourth Sea Lord, to be Third Sea Lord in succession to Vice-Admiral F. C. Tudor Todor, who will be appointed Commander-in-Chief of the China Station.

Sir Eric Geddes at present Director General of Transports, to be an additional member of the Board.

Sir Edward Carson said that Sir Eric Geddes had been chosen for the position named and would be responsible for fulfilling the shipbuilding requirements for the Admiralty, the War Office and the Ministry of Shipping. For this purpose the staff of the three Departments would be placed under his control. As the duties for which he would be responsible at the Admiralty would include not only shipbuilding, but the production of arms and munitions, it was necessary that his touch with the Admiralty should be close and intimate, hence his appointment as a member on the Board of the Admiralty. He would also be associated with the Ministry of Shipping as a member of the Shipping Control Committee.

Mr. Bannerman asked whether the duty of supervising the construction of merchant shipping would be transferred from the Shipping Controller to the Admiralty.

Sir Edward Carson answered that Sir Eric Geddes would act with the Shipping Controller, and added that Sir Eric had just completed most important work in France, which was very successful, and the Government were glad to avail themselves of his services.

[The new Commander-in-Chief of the China Station, Rear Admiral Frederick Charles Tudor Todor, has been Third Sea Lord since August 1914. From 1912 to 1914 he was Director of Naval Ordnance and Torpedoes. He was made a Companion of the Order of the Bath in 1913. He married in 1913 the widow of Admiral R. Craigie.]

LABOUR UNREST AT HOME.

Prospects of Further Strikes.

London, May 14.

Labour unrest continues. While the engineers in several areas are resuming work, the extramurals remain out.

London is almost without omnibuses. A mass meeting of drivers and conductors overwhelmingly passed a resolution in favour of a strike, demanding recognition of the Union, and a ten-shilling-a-week rise.

Weavers employed in Lancashire, Yorkshire, Cheshire and Derbyshire have been instructed to hand in their notices on Wednesday and to strike on May 26. They are demanding a twenty per cent. increase.

Situation Improving.

Later.

The strike situation is improving. Munition workers and engineers in many places have resolved to resume work, while the South Lancashire strikers resumed work to-day.

FRENCH MISSION IN CANADA.

A Tribute to the Dominion.

London, May 14.

According to Reuter's correspondent at Ottawa, M. Viviani addressed both Houses of Parliament. He was accorded an enthusiastic reception. He dwelt on the services of the men of Canada at the front, notably at Ypres and acknowledged the material aid of the Dominion.

Marshal Joffre Welcomed.

London, May 14.

Reuter's correspondent at Montreal says that Marshal Joffre, while on a flying visit, was given a very warm reception.

AUSTRALIAN RECRUITING.

Men of Fifty May be Accepted.

London, May 14.

Reuter's correspondent at Melbourne says that Mr. Pearce, Minister of Defence, had a consultation with the Director of Recruiting.

It is understood they discussed the acceptance of men of good physique up to the age of fifty.

CANADA WHEAT PROSPECTS.

London, May 14.

According to Reuter's correspondent at Montreal, Winnipeg reports say there are splendid prospects that the wheat growth will be phenomenal.

RAILWAY RESTRICTIONS IN GERMANY.

London, May 14.

Railway travelling in Germany is being restricted between May 16 and 29 owing to military needs.

THE BOMBARDMENT OF ZEBRUGGE.

London, May 14.

The bombardment of Zeebrugge was unusually severe and was clearly felt at Dover, Deal and elsewhere. Doors and windows

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

RUSSIAN AFFAIRS.

A Minister's Warning on Retirement.

London, May 14.

Reuter's correspondent at Petrograd states that M. Gatchoff has resigned the Portfolio of War and Marine.

In a letter to the Premier he explains that his resignation is due to conditions affecting the Government's authority over the Army and Navy which threaten to be fatal to the country's defence, liberty and even existence. He refuses to share the responsibility of the grave crimes which is being committed against the country.

THE BATTLES IN THE WEST.

Heavy German Losses.

London, May 14.

A French communique states:—Strong German reconnaissance attempts to reach our lines at various points broke down completely under our fire. The enemy sustained heavy losses, and we took prisoners.

British Progress.

London, May 14.

Field Marshal Sir Douglas Haig reports:—We repulsed raids last night to the north-east of Epéhy and to the north of Ypres. We took a few prisoners.

We progressed at Roenx village.

A German Admission.

London, May 14.

A Berlin official message admits that the British have forced an entrance into Roenx. A fierce battle continued at Bullecourt, and there is increasing artillery firing in the Ypres and Wytschaete sectors.

Huge Allied Captures.

London, May 14.

Reuter's correspondent at the French Headquarters says that the Franco-British captures since the beginning of the offensive on April 4, to May 12, were 49,579 prisoners, of which 976 were officers; 444 guns; 386 trench mortars; and 934 machine-guns, excluding a quantity of guns and machine-guns put out of action.

TURKISH PRESSURE ON RUSSIANS.

London, May 14.

A Russian official wireless message says:—To the south of Erzingan, the Kurds repulsed one of our companies. We repulsed a Kurd attack near Belamer.

Under superior Turkish pressure, we retired to the left bank of the Diale.

THE MACEDONIAN FRONT.

London, May 14.

A Serbian communique, dated May 12, states:—There is a violent artillery duel on the whole of our front.

We carried more trenches in the region of Dobropolji, and heavily repulsed violent counter-attacks.

MR BALFOUR MEETS MR. ROOSEVELT.

London, May 14.

Reuter's correspondent at New York says that Mr. Balfour had a four hours' interview with Mr. Roosevelt, at Oyster Bay.

A ROYAL TOUR.

London, May 14.

Their Majesties the King and Queen are making a tour of the munition works in the North of England, and are chatting freely with the workers.

ENEMY CONFERENCES.

London, May 14.

According to Reuter's correspondent at Amsterdam, Herr Bethmann von Hollweg lunched with the Emperor and Empress of Austria and dined with Count Czernin. He afterwards returned to Berlin, where the conferences still continue.

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra.]

EARLIER TELEGRAMS.

A MOST VALUABLE ADVANCE.

London, May 14.

Reuter's correspondent at Headquarters states:—We bombed the enemy out of Bullecourt and drove him from a maze of riverside defences around Roenx quarries and the cratered field. The German fort known as Cavalry Farm, near the Cambrai-Arras road, was easily captured. The Germans desperately endeavoured to retake Bullecourt. At 3.30 on Sunday morning they launched a heavy attack which was smashed up by gun-fire; only twelve men came within bombing distance: nine were killed and three taken prisoner who subsequently died of wounds. A fresh attack was dispersed an hour later, but twenty men got through all of whom were killed except one who was captured. It is difficult to give a right impression of the scale and perspective of the various engagements, but summed up we made a most valuable advance. We took nearly a thousand prisoners, captured the better part of two villages, many bits of trench and a fair amount of booty including trench mortars and machine-guns. We also put large numbers of the enemy out of action. The weight of the German artillery is still a feature of the situation.

THE HUNS AND THE STOCKHOLM CONFERENCE.

Amsterdam, May 14.

The Berlin Government has refused passports to Herr Haase and other Independent Socialists to proceed to the Stockholm conference.

STOP PRESS TELEGRAM.

[Reuter's Service to The "Telegraph."]

THE NAVAL CHANGES.

London, May 14.

In the House of Commons Sir Edward Carson explaining the New Admiralty appointments said the changes had a two-fold object. The first was to free the First Sea Lord and the Heads of the Naval Staff as far as possible from administrative work, in order that they might concentrate their attention upon important issues relating to the naval conduct of the war. The second object was to strengthen the shipbuilding and production departments of the Admiralty by providing an organization comparable to that which had supplied the army with munitions. It was further intended to develop and utilize to the best advantage the whole shipbuilding resources of the country, and, so far as possible, to concentrate the whole organization under one authority.

Sir Edward added that Rear Admiral Tophill becomes Fourth Sea Lord in place of Rear Admiral Halsey. Meanwhile the process of strengthening the Naval Staff by the addition of officers transferred from active service was being continued.

MUNITIONS OF WAR.

Women's Magnificent Service.

An exhibition of official photographs organized by the Ministry of Munitions was opened recently at the Royal Colonial Institute, Northumberland Avenue. Sir Charles Lucas, president of the institute, took the chair, and Mr. F. Kellaway, M.P., Parliamentary Secretary of the Ministry of Munitions, addressed a large audience. Some hundreds of striking photographs are displayed, and concrete specimens of the various types of work upon which women are engaged help to give evidence of the skill which trained women are contributing to the national need. It is of the greatest importance that the employment of women on engineering work should be largely increased, and the promoters of the exhibition believe that these photographs will do much to stimulate enthusiasm.

Mr. Kellaway, in declaring the exhibition open said the two recent military successes were typical of the new spirit which has come over the Government of the country. They were triumphs of organization and foresight. Increased output was part of the work of the Ministry of Munitions, and the supply had grown to such an extent that there were now more than 100 national workshops in the United Kingdom producing munitions of war where there had formerly been three. More than 4,793 establishments controlled by the Ministry were working continuously in producing equipment for Army and Navy. Compared with the output when the Ministry was formed in May, 1915, were the following results:

The output of 18 pounder guns had increased twenty-eight times.

4.5 field howitzers fifty-two times.

Medium guns and howitzers seventy-one times.

Heavy howitzers, above 6 inches, 423 times.

To put the comparison in another way, a year's output at the rate attained in 1914-15 was now provided in the following periods:

18 pounder ammunition in thirteen days.

Heavy howitzer shells in seven days.

Shells for medium guns and howitzers in five days.

Shells for heavy guns in less than one day.

In machine-gun production the progress had been equally striking. If the number of machine-guns delivered to the Army during the first year of the war was represented by 100, the figure at the end of February would be 2,718. With regard to high explosives, if the consumption of

high explosives in May, 1915, was taken as 100, the corresponding figure for February was 7,666. Meticulous results had been attained considering that 25 per cent. of the men who were engaged in the chemical and engineering trades at the outbreak of war had joined the Army. To a great extent this increased output was due to the women, 691,000 of whom were engaged in making munitions. In July, 1914, 221,000 were thus employed.

Some months ago there were 471 processes in which women were engaged; to-day it was impossible to quote corresponding figures. Women might be said to cover the whole engineering and chemical trades. Far-reaching changes had been effected by the Ministry in the industrial life of the country, but the discovery of women's industrial power would make the deepest mark. This was owing principally to the insight, foresight, and courage of Mr. Lloyd George and to the resourcefulness of Dr. Addison. Three or four thousand pounds had been spent on a demonstration in the streets of London, upon which occasion Mr. Lloyd George addressed the women. No public money was ever better laid out, and he did not think he went beyond the ascertained facts in saying that but for the work done by women in the munition shops of this country the Germans would by now have won the war.

As instances of the skilled work in which women are engaged Mr. Kellaway stated that they were building a great part of one of the best high-speed engines in the country. Each woman was setting her own tools and work, and was able to machine any piece of work the tool she was on would take. Women were building guns and gun-carriages, including the fine fitting work in the breech mechanism and the screw-cutting of large threads up to a shoulder. They were doing much of the work on 3-ton Army lorries; they were working in marine engine building, and in some shops were turning on centre lathes to a half of the thousandth of an inch, and milling the webs of Clerget cylinders on a Becker milling machine without stops. A prominent engineer had said that, given two more years of war, he would undertake to build a battleship from keel to aerial in all its complex detail entirely by women labour. Equally remarkable had been their success in the production of chemical and optical munitions, both of which industries were before the war, to a great extent in the hands of the Germans. The possibilities of employing women had not been reached, for there was room for them as setters-up in gun factories, in the aircraft industry, the production of metal fittings, and the making of small arms.

MANUEL'S ORATION.

Going to Leave the Society of Hongkong for Ever.

Manuel Sequeira, a very old offender, was before Mr. O. D. Melbourne, on a charge of begging, at the Police Court this morning.

Defendant said:—Mr. Melbourne, my coat is shabby. I am a beggar, a drunkard. Because I am so shabbily dressed, I am pounced on without rhyme or reason. I hope you will let me off cheaply. I am going to see Mr. North to get a pass to go to Macao and leave the society of Hongkong for ever behind me. I am a terror here. Please Mr. Melbourne, your Worship, have pity on me and do not send me to Victoria Gaol. I have been there about 30 times and I am sick of it. I am going to see Mr. Leo D'Almada, my ex-schoolmate, and get half a dollar from him. He will lend me that, will Leo. I don't want another seven days. As to the charge of begging, I did not request alms. It happened like this. I was in the street when I saw my old schoolmate, Jimmy Osborne, of the Sagar Refinery, and I said to him: "Hello, Jimmy, how are you and your family?" He replied: "All right Manuel, how are you?" I told him I was all right—just O.K. Then this Indian swooped down on me and arrested me as a vagrant. Now this Indian did not jingle my pockets to see if I had any money. I might have had several dollars and some English gold sovereigns. That's a truth, but that's by the way. However, don't send me to Victoria Gaol. Mr. Melbourne, I am a beggar, a drunkard; Mr. Melbourne, don't. His Worship sent him to the House of Detention.

U. S. LIBERTY LOAN.

Particulars of the Issue.

The Managers of the International Banking Corporation inform us that he has received a telegram from his Head Office in New York to the effect that the American Liberty Loan carrying interest at 3½% is to be issued in bonds of U.S. \$50 and upwards, exempt from tax, and carries the right of conversion should a later loan be found necessary at a higher rate of interest.

Hongkong Theatre.

An excellent programme was provided at the Hongkong Theatre last night, including a new Wilkie picture which proved a magnificent laugh-producer. To-night the management is giving a special show on behalf of the Hongkong Aeroplane Fund. The programme will include some unusually good films—a two part Max Linder picture among others—and it is hoped that there will be a very full house.

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

TO-MORROW.

Entries close for Second Gynkhana Meeting.
Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

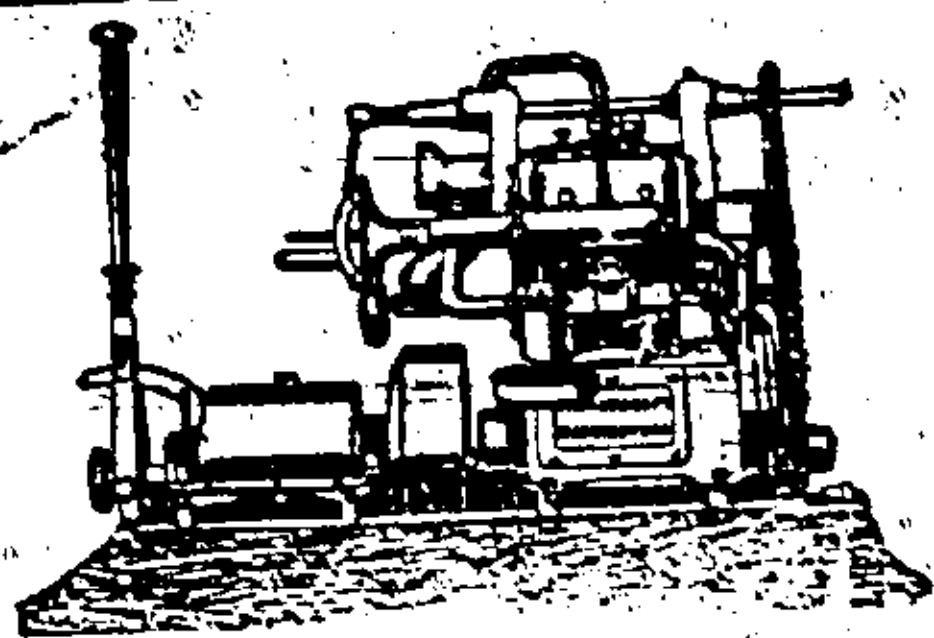
Friday, May 18.

China Borneo Co's. Meeting: 11 a.m.

Saturday, May 19.

Assault at Arms on Volunteer Parade Ground.
Interport Rifle Shooting at King's Park, Kowloon.
Monday, May 21.
Licensing Board—Election of J.P.
Saturday, May 20.
Second Gynkhana Meeting at Hong Kong.

NOTICES.



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Telegraphic Address: "TERMOTEL." Code Used: A.B.C. 5th Edn.

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and Dinners for new Men for each Month. Price one Dollar each, or 30 cents for 30 cents good for any
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our own made Pork Sausages and Pick Pies. Pure Java Coffee Roasted and Ground Daily and put up in
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40 " \$100.00

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GENERAL NEWS.

Russia Abolishes "Old Style."
Vladivostok papers state that
the Russian Government has an-
nounced that from March 1 the old-
style calendar has been abolished,
and that all dates will now be
reckoned by the new-style or
Western calendar. We assume,
says the Japan Chronicle, that this
reform will carry with it the aboli-
tion of the religious holidays
hitherto enforced in Russia. A
working-year in old Russia con-
sisted of about 200 days, and
heavy fines were imposed for
working on religious holidays.

Mahsud Raiders Dispersed.
Delhi, March 17.—A movable
column from Tank, with a brigade
in support, has dispersed a large
body of Mahsuds, under the
Mullah Fasil Din, near Sarwakai.
The enemy lost heavily. The
British lost Major F. H. Hashe, of
the South Waziristan Militia, two
jemadars, and 13 sepoy killed.
Sarwakai, in the Mahsud country,
Southern Waziristan, is about 35
miles in a direct line west of
Tank. The Mahsuds have since
the outbreak of war with Ger-
many given a good deal of
trouble, and a British officer,
Major Dodd, was murdered by
them.

Silly Rumours.
Westminster, March 30.—Mr.
W. Thorne asked Mr. Boser Law
whether there was any foundation
for the rumours that an invasion
had taken place in Scotland and
at Lowestoft. The Leader of the
House explained that he had
heard a great many rumours of
that kind, but he had not been
able to find that there was any
foundation for any of them. As
far as he could gather, if it were
possible to state any sources of
origin for these rumours, they
were due to the fact that the
Home Defence Forces were told
to be ready for an emergency.
This often happened, he added
reassuringly, but apparently in
this case it had created unusual
commotion.

The Price of Tea.
Captain Bathurst, in the House
of Commons recently, said the
quantity of tea in bond on Mar. 1,
1917, was 93,624,000 lb. The
average price realised by im-
porters at tea auctions during the
four weeks ended Mar. 3 was, for
Indian tea, 1s. 3d. to 1s. 4d., 1 lb.,
and for Ceylon tea, 1s. 3d. to 1s.
4d., 1 lb. The amount of tea
withdrawn from bond during
the year ended Feb. 28, 1917,
was 383,372,647 lb. The impor-
tation of China and other foreign
teas was prohibited with the object
of economising tonnage. As had
already been announced, the
arrangement for a lower selling
price of tea would come into force
on May 1. It was necessary to allow
an interval in which dealers might
clear their present stocks bought
at higher prices. The Food Con-
troller stood for the interests of
the consumer, and allowed no
trade considerations to prevail
unfairly or unduly against such
interests.

French Imports Stopped.
Paris, March 25.—The decree
regarding the prohibition of im-
ports into France was published
in the Official Gazette yesterday.
It is an extremely simple and
sweeping document of five
articles. The first article prohibits
the importation into France and
Algeria of all merchandise of
foreign origin, or from foreign
ports, save such as is effec-
tuated on account of the
State. Ladings which can be
proved to have been dispatched
direct to France or Algeria, or
declared for bonding, before the
publication of the decree will not
be affected. The second and
third articles state that, on the
proposal of the Minister of Com-
merce, exceptions may be autho-
rized by the Minister of Finance,
generally or in special cases.
For this purpose an advisory
committee is set up by the Mini-
stry of Commerce to consider
proposals to exempt certain goods
and to fix the amount to be
imported quarterly, as well as a
scheme of distribution among
various industrial and commercial
groups.

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Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rates of Subscription to the "Hongkong Telegraph" will be as follows:—Daily issue—\$36 per annum. Weekly issue—\$13 per annum.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamone, Canton, who have been appointed our agents there.

By Order, "HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, TUESDAY, MAY 15, 1917.

BRITAIN AND AMERICA.

Certainly one of the most remarkable events which the war has brought in its train, and one of the least easy to have foreseen, is the warm friendship now existing between the British Empire and the United States. Only three years ago, any such friendship would have seemed quite impossible, for countless reasons. There were faults on both sides, needless to say; odds and ends, in themselves of little account, formed, when amalgamated, a well nigh insuperable barrier between the two. They suffered from incompatibility of temper. They were the proverbial "two of a trade" that cannot agree. Both had sprung from the same proud, dogged race—a race that was accustomed to success and to conquest and to having its power universally acknowledged; both had accumulated huge wealth; both had made their influence felt, in greater or less degree, in every country of the world, from Germany to China; both shared with France the honour of being the democratic mainpring of the world. And both spoke the same language. For two such nations there could be little in the shape of half-measures; there was no real middle way between a suspicious jealousy and a keen, brotherly affection, founded on mutual appreciation.

During the first six or even twelve months of war, the possibility of a good understanding between them was at its lowest ebb, for each was perpetually misjudging the other; each was reaping the fruits of its long and consistent refusal to understand the other. The Britisher saw in the American little that was not loud, and "rueful", and vainglorious, and weakly sentimental; while, to the American, the Britisher's calm assumption of superiority, his offhand contempt for everything non-British, and his hunger to extend an Empire of which he nevertheless obstinately declined to show himself at all proud, were exasperating in the extreme, and may well have made Uncle Sam feel that John Bull stood badly in need of a thrashing from Germany. A little patience, a little more readiness on the part of each to see matters from the other's point of view, and this strained condition of things would never have existed.

Exactly how the change began to set in will never be known, for the transition came by such delicate and imperceptible grades that only a magician could trace them. Little by little Britain awakened to a realisation of the fact that, if America had taken no active part in the fighting, she had at least done everything in her power to relieve the distress that had been brought about by the war, and that she had endured many a bitter insult and taunt from Germany by reason of her alleged pro-England attitude. Similarly America read—and wondered and admired as she read—that the men from the Old Country, whom she had regarded as snobbish and self-centred to the last degree, were giving up lucrative positions in order to volunteer for active service, and that rich and poor, aristocrat and labourer, were shedding their blood side by side—not for territorial gain, but in order to preserve unspotted the honour of their country, which had promised for them that they would protect Belgium in time of need. Therefore, matters were to a great extent taken out of America's hands. For the sake of her ideals she tried her hardest to keep out of the war, but the time came when proper pride and honour resounded more loudly than any other consideration; and so the two great democratic English-speaking peoples joined hands. How profound the reconciliation between them is may be gathered from the reception that has been accorded to Mr. Balfour and his mission, and to the enthusiasm evinced in London over the entry of America into the Entente. For the first time in their separate histories the two countries are now firmly linked together; and since they and France are fully conscious that the preservation of individual rights—the absolute freedom of the People—lies in their hands, we may take it as certain that the new bond of friendship will never be allowed to slacken.

America and Censorship.

The question of the enforcement of a modified censorship on newspapers is evidently causing a deal of feeling in the United States. Originally, some weeks ago, the House of Representatives expressed its disapproval of a general censorship but later consented to a modified form thereof. Now the Senate has rejected even this. The result is, apparently, that newspapers will be able to go their own sweet way. This we cannot help regarding as regrettable, for in these days, especially in a country where so many enemy agents are still at large, some measure of control over the Press is a necessity—the more so since the American newspapers have always been more or less a law unto themselves. At a time like the present, we should have thought that the big interests behind the American Press would have been sufficiently patriotic not to allow their anxiety to secure "spoils" to stand in the way of a willing submission to such measure of official control as is deemed necessary. America is too near the seat of warfare for one to view with indifference the prospect of a free hand being given to the Press there to print just whatever news it sees fit, especially when it comes to dealing with movements of troops and ships or with war measures instituted by the Government. The latter should certainly insist on a reasonable censorship, to which no newspaper worthy of the name would think of raising objections. The question is not one that solely affects the United States, either. It is an international matter, now that practically the whole world is at war, and we wonder how the Allied Governments as a whole will view this latest action of the U.S. Senate. In all the other belligerent countries some degree of censorship is imposed, but what will be the use of the other Allies subjecting the Press to official control if the newspapers of one nation are to remain outside the ring?

Those Hohenzollerns. Little by little the central war aim of the Allies has been allowed to declare itself. For months past, the talk in the British House of Commons and other legislatures has become more and more frank, in relation to the Entente's conditions of peace; and now it is recognised all over the world that the war will not end till the Hohenzollerns are dethroned. The idea has received a further hammering-in from the messages which have now been sent by the various Socialist leaders in the United States. "The democracy of the world will continue to fight Germany till the Hohenzollern dynasty is overthrown." This is the civilised world's message to the Kaiser. For the first year or two of the war there was a money idea at the back of many British heads that the war could be settled by giving the Germans a sound thrashing; and that, afterwards, William of Germany, chastened and purified, would continue to rule his country as a sadder and wiser man. Subsequent events have shown the absurdity of this notion. The Kaiser stands for everything to which the democratic peoples of the earth are fiercely opposed: absolutism, tyranny, and government by sheer force instead of by reason; and, even on this account alone, it was high time that he was removed. But there is more to the story. Not only did this man, whom Fortune had placed in a peculiarly advantageous position, abuse his power in every direction for close on thirty years, not only did he deliberately plot against the peace of the world just to gratify his own cock-on-a-dunghill vanity, but, since August 1914, he has permitted and encouraged his underlings to perpetrate acts so horrible that many of them still read rather like a nightmare than reality. His heir is no better; he is probably a good deal worse, for it is well established that he adds moral degeneracy to his other engaging qualities. It is thinkable that, at the close of the war, the civilised world can be content to see such men still in power? "Down with the Hohenzollerns!" is the only possible watchword for the Entente to-day.

DAY BY DAY.

THE WORLD IS TOO MUCH WITH US LATE AND SOON GETTING AND SPENDING. WE LAY WASTE OUR POWERS.—Wordsworth.

To-morrow's Anniversary.
To-morrow is the 106th anniversary of the battle of Albuera.

The Dollar.
The opening rate of the dollar on demand to-day was 2s. 4.11/16d.

Business Removal.
Attention is drawn to the fact that the Anderson Music Company is removing on the 21st inst. to No. 18 Des Vaux Road, the premises at present occupied by Messrs. Thos. Cook and Son.

C.E.M.S. Meeting.
Captain Carr, R.E., is to read a paper on "Bible Symbols" at the next meeting of the Church of England Men's Society to be held to-morrow (Wednesday) evening in St. Paul's College, commencing at 9 p.m. Dr. Earle will preside.

Lengthy Litigation.
It is interesting to record that the Puisne Judge (Mr. Justice Gompertz) sat for the fifth time to-day in the case being heard in the Original Court, in which Mr. E. V. Carmichael, Official Receiver, is suing Yuen Ma, Chee-Loong, and Lee Hy-san. There have already been 131 exhibits put in.

Kicked a Woman.
A Chinese was charged before Mr. J. E. Wood, at the Police Court this morning, with assaulting a woman boarding house keeper. The woman stated that she remonstrated with defendant for cooking peanuts in his room. He immediately turned round and kicked her. His Worship ordered him to pay the woman four dollars compensation.

The Colony's Health.
During the past week there were four cases of enteric fever (all Chinese), of which three ended fatally. There was also notified one fatal occurrence of plague (a Chinese) and one non-fatal case of paratyphoid (a Britisher). Since the beginning of the year there have been five cases of plague, all of which have terminated fatally.

TYNDAREUS.

(The Middlesex Regiment.)

By every sign and token,
By every look and deed,
They kept their faith unbroken,
Untarnished their creed:
In cruel ocean races
They saw their drifting places,
But steadfast turned their faces
To Death . . . and sang God-speed.

There is no desolation,
No night on land or seas,
That shall enslave a nation
Of men who die at ease:
For such souls live for ever,
And Hell nor Hell's endeavour
Can vanquish or disover
The land that bears us these.
—A. G. Fyfe-Jones, in the
Daily Chronicle.

EMPIRE DAY.

Assault-at-Arms Arranged.

We learn that the Hongkong Police Reserve will invite representatives from all branches of His Majesty's Services and the Services of Allied countries to an Assault-at-Arms on the evening of Empire Day, Thursday, May 24. Permission having been given to keep up the open air ring on the Volunteer Parade Ground, the fixture will take place there, and will commence at 8.30 p.m.

Boxing and wrestling will be the main features of the show. Admission will be by invitation ticket. These tickets will be issued by courtesy of Captain Cassel, D.A.A. and Q.M.G. to each unit in proportion to their strength. It is intended to issue 1,500 invitations.

Boxing men in the Colony wishing to fix a match are asked to send their names, weights, &c. to Staff Inspector Wildin at the Imports and Exports Dept., Harbour Office.

CORRESPONDENCE.

[The opinions expressed by correspondents are not necessarily those of the "Hongkong Telegraph".]

WAR TAXES.

[To the Editor of the "Hongkong Telegraph".]

Sir,—Referring to Mr. Bowley's letter suggesting some methods whereby extra revenue might be obtained in order that Hongkong might contribute more money to the Imperial Government to carry on the War, I am sure that every member of the community desires, for the credit of the Colony, that we should be in no way behind that evidence of patriotism shown by other Colonies.

I would like, however, to point out that his suggestion of doubling the Crown Rent would be, in its incidence, very unfair. Crown Rent is fixed at the time the leasehold is sold by the revenue officer, who here is the King. It is not, in the strict sense of the word, a tax and is not adjustable on the increased or decreased value of property in the same way that Rates are by being levied on a new Rateable Assessment annually.

To quote a case in point, a rural building lot at the Peak with an area of 44,604 square feet sold in 1876 subject to an annual Crown Rent of \$10, whereas another lot quite close to it with an area of 16,480 square feet sold in 1916 subject to an Annual Crown Rent of \$94. I could quote dozens of cases of inland, marine and Kowloon lots affected in the same way, so I consider the incidence of the doubling the Crown Rent as suggested by Mr. Bowley would be very unfair.

As to increasing the rates to 20 per cent., this is the fairest way of raising the revenue equitably from the whole community, but I think he is wrong in saying that rates in England range from 30 to 45 per cent. of the rent, compared with the rates payable here in most parts of 13 per cent.

In the first place rates at home are levied on the net annual value, which is the rateable value there, whereas in Hongkong they are levied on the gross annual value, which is the rateable value here. The net annual value at home is approximately only 75 per cent. of the gross annual value.

Mr. Bowley suggests that, compared with home we are very lightly taxed in regard to property. Now, I will take the case of a man at home with an income of £500. He takes a house of, say, £50 a year. The rates on that house—asking Mr. Bowley's assertion that they are 45 per cent.—would be £18 18s. 6d. Total rent and rates, £68 17s. 6d.

In Hongkong a man with £500 would have to pay, say, \$100 a month and rates for less accommodation than the man at home gets for £50 a year and rates, so, taking the dollar at 2/-, for comparative purposes, we get:—

House Rent \$1200. \$1200.00.
Rates at 13 per cent. 15 12.0.
£135.12.0.

After all, therefore, there is not such a great disparity in the matter of rates, but there is an enormous disparity in the matter of rent, and as the tenant pays both, it is doubtless this which has been borne in mind by the Government in settling the percentage to be paid in rates.

Mr. Bowley's suggestion that, in order to promote economy and efficiency, bars should be closed at 10 p.m. and no credit given, seems to me to be more suitable for discussion by people who are more interested in reducing drunkenness than in a list of suggestions for war taxes.

Entertainments might very well be taxed, but a tax on travelling would be a little difficult to enforce in the matter of rickshaws and chairs.

Yours faithfully,
A. SHELTON HOOPEE.
Hongkong, May 14, 1917.

N. Y. K. and Australia.
It is reported that the steamers of the N.Y.K. now on the Australian line will extend their itinerary to Adelaide, Wallaroo, Port Pirie, Fremantle and Littleton. Port Pirie is becoming one of the centres of the zinc industry in which Japan is greatly interested.

BANDMAN OPERA CO.

The Season opens on Thursday.

Mr. Bandman has received a cable from Mr. Roy Smith, Manager of the Bandman Opera Company, saying that this Company left Shanghai at daylight yesterday. It is due to arrive in Hongkong on Thursday, the 17th inst., and will open the same night, with "High Jinks".

This enormously successful musical comedy was produced at the Adelphi Theatre, London, in August last, and has been playing to packed houses ever since.

In order to give everyone an opportunity of seeing this highly amusing play, the Bandman Company is presenting it for two nights. "High Jinks" is described as one of the most clever and amusing productions that has ever been staged. Southern papers tell us that "High Jinks" is a colloquialism conjuring up revelry which puts Balshazzar's Feast into the shade, but Ogden Hartley's "book" for the musical comedy of that name discloses another and unexpected meaning which can be put to the term. "High Jinks" is a wonderful performance of volatile medicine. Under which chemical category it comes is not known, but, at any rate, when introduced by Mr. Dick Mayo, an explorer, it is shown to possess extraordinary powers, for a whiff of the perfume as a last resort in numerous quarrels, vendettas and outbreaks of ill-temper, soothes all differences, and induces beaming smiles; it is, in fact, the Neveillon motto: *Hoc est unum omnia*. The production is a bright, breezy musical comedy which no one should miss. Booking is now open at Messrs. Moutrie's.

LITERARY NEWS.

"The United States and the War" is the title of a new volume announced for publication shortly by Messrs. George Allen & Unwin, Ltd. It is an explanation of what the United States has done and has not done since August, 1914. The explanation is found, not in the political efforts of individuals, but in the traditions and social ideals of the American people themselves. On the same basis the book discusses the possible relations of the United States with the liberal nations of Europe. The author is Mr. G. V. Seldes, an American journalist now living in England.

Messrs. George Allen & Unwin, Ltd., announce for publication shortly a volume by Prof. G. D. Herron entitled "The Menace of Peace". The purpose of the book is to show that the war is but the outward expression of a human conflict that is spiritual, and the issue of which will decide destiny for long centuries to come. The volume points out for the war to close, and the world not know what it has been fighting about, would be the supreme catastrophe of history. A compromise between the contending belligerents would be a betrayal of the peoples of every nation, and would issue in universal mental and moral confusion, and the millions who have died would have died in vain.

"The American League to Enforce Peace" an English interpretation by C. B. Ashbee, which is announced for early publication by Messrs. George Allen and Unwin, Ltd., throws fresh light on a movement that may turn out to be one of the great landmarks of the war. It will sever the United States from their traditional policy, and bring them into a new comity of nations. The American challenge is to every democracy in Europe, and it was significant that the League was inaugurated in May 1916 in Independence Hall, the historic home of the signing of the Declaration of Independence.

Mr. Ashbee, who with one exception, was the only Englishman present at the League's inauguration, goes into the question of its policy and the force that underlies it. His book will give the average Englishman a new idea of what Americans are thinking.

TO-DAY'S MISCELLANY.

That St. Patrick existed is no longer doubted, but most other facts about him are still hotly disputed, says the *Daily Chronicle*. This seems the more remarkable because he left an autobiography, which deals, however, less with his life than with his religious work, and has little value for biography. Long suspected of being a Scotsman he is now believed to have been a Welshman. Dr. Bury, the present Professor of History at Cambridge, seems inclined to support a theory put forward by Sir John Rhys, the late learned Professor of Celtic at Oxford, that the mysterious Bannawenta, which was St. Patrick's home, can be identified with Banwen, in Glamorganshire.

Saint Patrick had a very worthy predecessor in the affections of Ireland. He is called St. Kieran (St. Piran in English). His day of the month is twelve days earlier than St. Patrick's and his year more than a century before. Journeying to Rome to be instructed in the faith, he returned and then began the work which St. Patrick afterwards took up and developed with success—a success, indeed, so notable that it obscured the original, for all Christian tradition in Ireland has St. Patrick as its base.

Many people have hazy views as to the precisely correct use of the title Tsar. There had been, from the ninth to the fifteenth century, no fewer than 45 ruling dukes and grand dukes of Muscovy before Ivan (John) III, assumed the Tsarist title, 1482. It continued as the highest title till it was superseded, on October 22, 1721, when Peter the Great declared himself Emperor. It is true that Basil V., successor of Ivan III., took the Imperial title, but Tsar remained the supreme word for a dozen successors. Since then there have been ten "Emperors" (and four ruling Empresses) of all the Russias.

In connection with the Imperial War Council attention is drawn to the fact that, with one notable exception, all the leading representatives will be men of law. Sir Robert Borden is a K.C., Sir Edward Morris a well-known solicitor, and General Smuts a barrister. Sir S. P. Sinha, one of India's delegates, is Advocate-General of Bengal, while of our own members Mr. Lloyd George is a solicitor and Viscount Milner a barrister. If Mr. Hughes eventually attends he will be still another representative of the legal profession. The outstanding exception is New Zealand's Prime Minister, Mr. Massey, who is a typical "settler" with no legal pretensions.

History is perhaps once again repeating itself. The ancient Cossæ, on the Tigris, has so completely disappeared that not a vestige of it is left. But Mosul is built either on its site or but a little way off. The Turks are hastening to Mosul and look to it for relief. So, in their celebrated retreat north, alongside the Tigris, after the fatal battle of Cossæ, the 10,000 Greeks hurried on till they came opposite Cossæ, the inhabitants of which took pity on their plight and supplied them with food. The Greeks were grateful for the relief, but had to continue retreating. And the Turks—well, we must wait and see.

A Melbourne merchant cabled Jones's of Hobart, an order for 50 tons of jam. A fortnight later the astonished man received bills of lading for 50 tons. A frequent cause of error is the weak action of a bad line dropping down. That explained a London telegram addressed "Christ Malbourne." It was two days before Mr. Christie got his corrected message. One of the boys at the front cabled his father: "In hospital with child." It took the perplexed old man only one guess to make it "child."

WOMAN ON THE LAND.

What Farm Work is Really Like.

What is farm work for women really like?

This question is answered in the following letters. They were written by an educated girl who is now engaged as a general farm labourer, and describe her training on one of the farms belonging to the National Land Service Corps. She had no experience beforehand of farm work, nor had she had anything to do with animals.

Grooming Horses.

To-day, with tremendous energy, the alarm clock went off at 4.45, and up P. and I got without any demur, and really not feeling at all sleepy. After we were dressed we trudged a mile in pitch darkness and stars to the Home Farm to groom cart-horses used for ploughing.

The stable was quite dark, only lit by a little candle lamp, and it is quite a big place, holding ten horses. There was an old man in the stable, who put currycombs and brushes in our hands, and then went off to his breakfast.

We had to scrape the horses all over with the comb and then brush them. We each did three horses in an hour and a quarter, which was quite good. One horse was so huge that going on tip-toe and reaching as far with my arm as possible, I could hardly get to the middle of its back. It was rather dirty work, as the horses had nearly all rolled in the mud and were just caked.

At 8.30 we all turned out and again walked a mile to plough. We ploughed steadily for four hours, and then all mounted the horses and rode in a procession, led by the head carter, to the Home Farm, which is a little way from where we were ploughing.

In the afternoon we again ploughed till four o'clock, and again proceeded to the stables, where we each had to proceed to groom our pair of horses, and then home to tea at five o'clock.

We had supper at 7.30, and you may be sure we went to bed directly afterwards.

Driving Bullocks To Market. We groomed horses again and then came the agitation of the day, but it was not so terrifying as I thought it would be. Four of us—none of us having done it before—were told to drive five bullocks to—market, three and a half miles away. We were each armed with a stick, and then two went in front and two behind. You would have laughed to have seen me. How we did drive them along, and they were quite a job, too. P—and I went behind for part of the way and then we changed and went in front. Going behind is much the hardest work, as you have to beat them about, to steer them out of the way of things.

Three times a horrible black one turned suddenly round and tried to charge back, and it fell to my lot to get it back. I fled after it and just managed to get in front and belabour it with the stick before it got away.

The worst part was driving them through the town, but we managed all right, and the drivers were awfully nice to us.

Drilling and Harrowing. We are quite expert at our grooming now. The horses always understand what you say to them, and when you want them to get over to the other side of the stall, you say "Get over," and they go like lambs. We are also getting to be quite good ploughers.

On Friday we did not do any ploughing, but did drilling and harrowing instead. That is, sowing winter oats. It was quite enjoyable.

On Saturday morning we did "muck" spreading. This consisted in scattering about heaps of manure all over a field with pitch-forks. It made our arms ache awfully, but we also quite enjoyed that.

We are really awfully fit and flourishing here, and feel most cheery.

Carting Coal.

We have had awful weather for the last few days.

On Monday we went with carts to—about six miles away, and there we did coaling! We got in the coal trucks at the station

COMPANY REPORT.

Peak Tramways Company, Ltd.

Subject to audit, the net profits of the above Company for the year ending April 30, 1917, amount to \$23,541.98, which the Directors will recommend be applied as follows:—
A dividend at the rate of 7 per cent. on the subscribed capital \$21,000.00
Carry forward ... 2,541.98
\$23,541.98

and heaved the coal into the carts, seven of them altogether. This took the whole morning, and all the time it was pouring with half rain, half sleet, and half snow.

We did coaling again on the next two days. Sometimes we sat perched on the top of the cart and sometimes on the shaft, but most of the time we had to walk, as it was so cold.

The coal we had to deliver at various cottages in the village. It is just tipped up in the road outside the cottage, and the people come and carry it in. I told one woman that I had brought her extra, fine big lumps, and on the strength of that she offered me a glass of homemade wine, as a sort of "tip" I suppose.

Muck-Spreading.

To-day we spread manure in the morning and carted more manure in the afternoon. The mud was simply awful. Of course the first cartload I took to the field I lost my way! I took the wrong turning and found myself getting into the midst of a wood with a huge cart-horse and a tremendous load of manure.

The horse knew we were wrong, as it had never taken manure such a way before, and it started to get a little unruly. Just at that moment I saw one of the farm men coming along and he set me on the right way, although the horse did not seem happy till we were on the right road again.

Milking.

It is still freezing hard and our sponges in the morning are quite frozen, like rocks, and the water in my jug is full of ice floating about. It sounds ghastly, doesn't it, having to get up at 4.45 in this weather and to wash in frozen water, and then sally forth in the dark, but really it is not at all bad.

I started to do milking yesterday, so have to go all alone now, and it is a longer walk. The milk we manage to get is used for feeding the calves. The first morning I milked one cow entirely, and this morning I milked one and nearly all the other, and quite enjoyed it. I have only two cows to milk and then I feed the calves.

We have also done quite a lot of threshing lately. It is very strenuous work.

At the end of the six weeks' training the writer and her friend were offered a "job" on a farm of about 350 acres, as "general farm labourers." They were to lodge with the bailiff's wife, who was to cook for them and to look after them generally. The letter, of which the following is an extract, was written from their new farm:

Finished Farm Labourers.

We started our work on Monday at 6 a.m. and got on very well. The bailiff came with us early to help us to get the cows in, in case they were unruly, we being strangers to them. When they were tied up he left us to milk them. Then we had to feed the calves, clean out four sheds, and sweep out the byre, and put water in all the troughs.

After breakfast we went to the other farm and helped to feed the bullocks and to clean out the sheds. After dinner we went into a field and topped turnips, i.e., pulling them out of the ground and cutting off the roots and tops. It was rather nice. Then we had to get the cows in and milk and feed them, etc. The calves are perfectly sweet and know us quite well already, and so do the cows. One that I milk has always been strapped before, but I never strap her and she is perfectly quiet. The bailiff is very delighted with our milking, and seems to think we manage beautifully.

We already feel as if we had been here for ages, and we enjoy it awfully. It is so cheering to think that they are pleased with us.

LAWN TENNIS.

Last Evening's Semi-final.

The War Charities court on the Hongkong Cricket Club ground was again crowded last evening when the semi-final of the Handicap Doubles was played. The players were S. E. Green and E. Abraham v. H. A. Nisbet and S. H. Dodwell. Green and his partner owed 4/6, and Nisbet and Dodwell owed 15/3, which meant that Nisbet and his partner owed a point in every alternate game. The first set saw Green and Abraham easily the winners, they taking the set by 6/3, though not until some very good tennis was seen. The second set proved to be the one in which the best display was given, for a great struggle took place, the games mounting up very evenly until no less than ten games all was called. By dint of hard play, Nisbet and Dodwell succeeded in getting the two next games, and thus won the set by 12 games to ten. The third set was almost equally long, it was certainly as close. Each player distinguished himself on occasions, and the standard of play ran very high. Alternately winning a game, the opposing players saw the score reach six all and even seven all. Green and Abraham took the next two games and a really hard-fought match terminated in their favour, the full score reading:—8/3, 10/12, and 9/7, or 25 games to 22.

THE LATE MRS. HO WEI-SHI.

Funeral at Aberdeen.

Yesterday the funeral took place of Mrs. Ho Wei-shi, daughter of the Hon. Mr. Wei Yuk, and widow of the late Mr. Ho Shuk-cho, formerly Chinese Consul in New York. The remains had been brought down from Canton by the s.s. Kinsan, and it was from the Steamboat Company's wharf that the procession started for the family graveyard at Aberdeen. Numerous wreaths were sent by friends of the family, and there was a fairly large attendance at the funeral. Those present, in addition to the Hon. Mr. Wei, included Messrs. Ho Wing-kin, Wei Yang-chow, Wei Wing-sam, Chan Yat-kuang, Wong Po-keung, Wong Kwong-tin and the Misses Quin.

Departed.

Dr. Delmasby Allan has left the Colony. He was intensely popular in the Colony and will be greatly missed. All the members of the firm to which he belonged are now engaged in war service, Drs. Finawilliams, Coleman and Glaister having previously left.

TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on THURSDAY, the 18th May, 1917, commencing at 10.30 a.m. at his Sales Rooms, Duddell Street, without Reserve.

A Fine selection of Canton Blackwood-ware, comprising:—
4 Large Curio cabinets, 2 small curio cabinets, 1 hatstand, 1 sideboard, 1 overmantel, 1 Lady's desk, 2 couches, 6 hall chairs, jardiniere flower stands, tables and stools, photo frames, etc., etc.

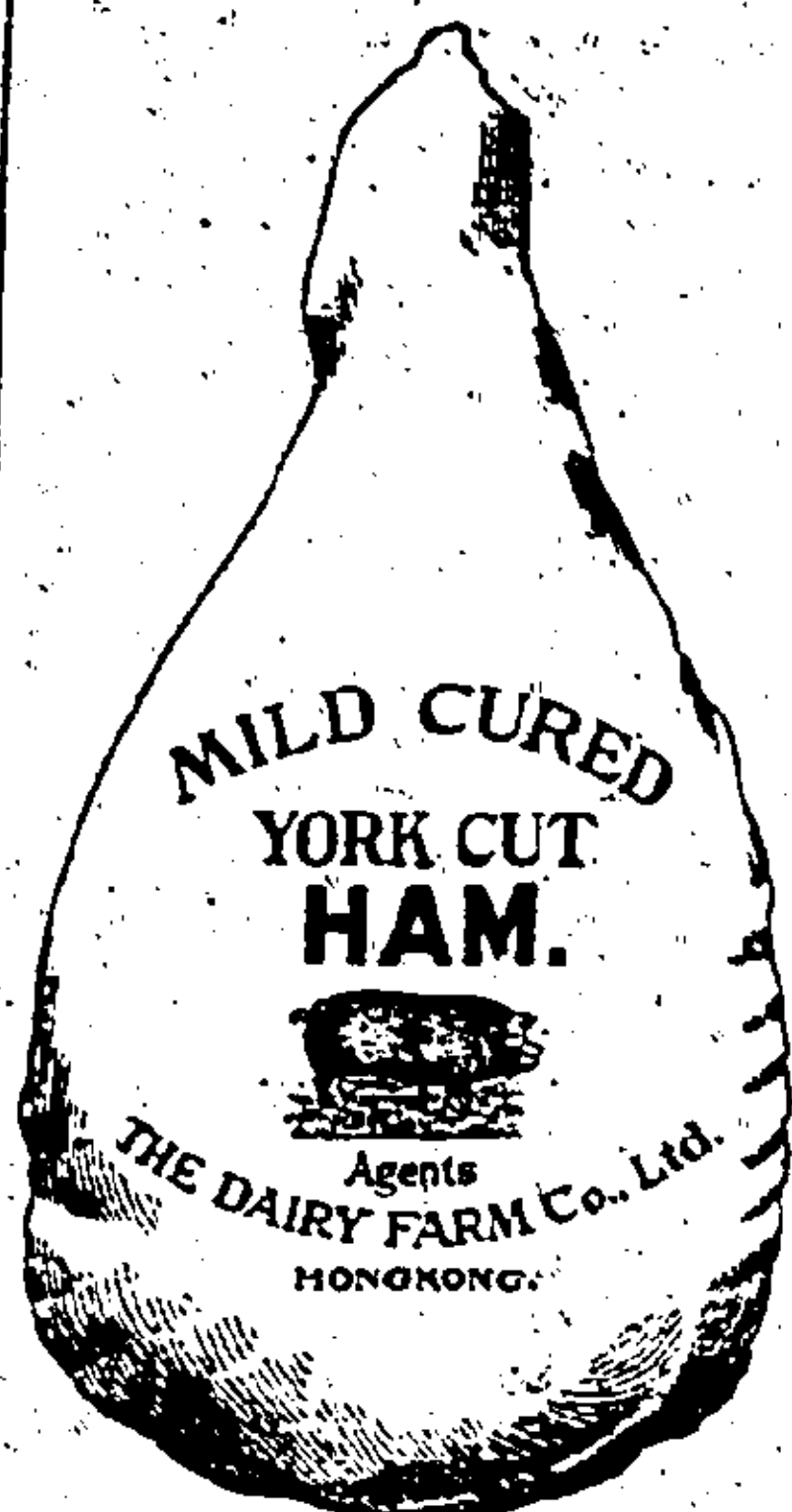
Also,
1 Upright grand piano by Robinson Piano Co. (in good condition.)

And
2 Large Steel Safes.
On view from Wednesday, the 16th inst.
Terms:—Cash on delivery.
GEO. F. LAMMERT, Auctioneer.

WANTED.

WANTED.—NURSE at the Peak. Apply A. B. S. c/o "Hongkong Telegraph."

DAIRY FARM NEWS.



ABSOLUTELY
THE
BEST
IN
THE
COLONY.

TO-DAY'S NEW ADVERTISEMENT.

GRAND ASSAULT AT ARMS

UNDER THE AUSPICES
OF THE
HONGKONG POLICE RESERVE
ON
VOLUNTEER PARADE GROUND
ON
Saturday, 19th May.
EXTRA SPECIAL 15-ROUND INTERNATIONAL HEAVY-WEIGHT CONTEST.
CORPORAL SCOTT, R. E. V. GUNNER CRAIG, U. S. N.
SPECIAL 10-ROUND INTERNATIONAL CONTEST: LIGHT HEAVYWEIGHT.
SAP. RICHARDS, R. E. V. BATTLING BRANNIGAN, U. S. N.
INTERNATIONAL 6-ROUND CONTEST: LIGHT HEAVYWEIGHT.
CPL. ROYAL U. S. M. C. V. SAP. SUNLEIGH, R. E.
SIX ROUND CONTEST.
SEAMAN SIMES, R. N. V. SAP. SMITH, R. E.
SIX ROUND CONTEST.
CPL. STUBBS, Middlesex Reg. V. SEAMAN ALLAN, R. N.
SIX ROUND CONTEST.
KID KOCH U. S. M. C. V. SAILOR FOX, U. S. N.
REFEREES:—H. J. GEORGE ESQ. AND W. S. BAILEY, ESQ.
TIME KEEPERS:—SGT. PITT and MR. A. B. ALLAN.
The Band of the Hongkong Police Reserve will be in attendance.
Doors Open at 8 p.m. Commerce 8.30 p.m. Sharp.
Prices of Admission:—Ringside \$10 and \$5. Stalls \$3, Pitt \$1.
Members of H. M.'s Naval and Military Regular Services in uniform Half Price to Stalls and Pits.
All Profits will be devoted to War Charities.

TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on SATURDAY, the 19th May, 1917, commencing at 11 a.m. at his Sales Rooms, Duddell Street.

A Large Quantity of Horlick's Malted Milk, Waterbury's Cod Liver Oil, Scott's & Anier's Emulsion, Syrup of Figs, Sugar of Milk, Vinolia & Otto of Rose Soap, Coal Tar & Lavender Soap, Lynin Amara, Lysol, Herpicide, etc., etc.

On view from Friday, the 18th inst.
Catalogues will be issued.
Terms:—Cash on delivery.
GEO. F. LAMMERT, Auctioneer.

PEAK TRAMWAYS CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the HONGKONG HOTEL, Hongkong on SATURDAY, the 26th May, 1917, at 11.30 A.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April 1917. The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant to the 23rd both days inclusive.

Peak Tramways Co., Ltd.,
JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 15th May, 1917.

SAKURA BEER



SOLE AGENTS:

SUZUKI & CO.

TEL. 468
ALEXANDRA BUILDING.

THE UNIFLAP BATHING SUIT

"TWO SUITS IN ONE."

Serves every purpose of the Skirt Suit, and eliminates weight and bulge.

MACKINTOSH

A CO., LTD.

Men's Wear Specialists

16, DES VŒUX ROAD TELEPHONE 29.

Wm. **Powell** Ltd
TELEPHONE 346

NEW AGENCY

Keltic

BOOTS & SHOES

SCOTLAND'S BEST FOOTWEAR

BLACK & BROWN

BOOTS, SHOES,

BROGUES.

ALL FITTINGS.



NOTICE OF REMOVAL.

We beg to notify the public that we shall be REMOVING OUR STORE on the 21st inst. to NO. 16, DES VŒUX ROAD, the premises now in the occupation of Messrs. THOS. COOK & SON. ANDERSON MUSIC CO., LTD.

Hongkong, 15th May, 1917.

Bols'



FAMOUS GIN.

Known all over the World since its Foundation A. D. 1575.

SOLE AGENTS: GANDE, PRICE & CO., LTD.
TEL. NO. 155, C. T. WATSON'S BUILDING, HONGKONG

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS

LONDON & BOMBAY, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

SHANGHAI, MOJI AND KOBE.

LONDON VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, PORT SAID & MARSEILLES.

SHANGHAI, MOJI, KOBE & YOKOHAMA.

LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to:—

P. & O. S. N. Co.'s office
Hongkong, 1st April, 1917.E. V. D. Parr,
Superintendent.CANADIAN PACIFIC
OCEAN SERVICES LIMITED

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver
In connection with the Canadian Pacific Railway.

EMPRESS OF ASIA. EMPRESS OF RUSSIA.

30,625 tons displacement. 30,625 tons displacement.
Electric Heat in Every Cabin. Electric Light in Every Cabin.
One Two and Three-Bedroom Suites with Private Bath.
Laundry—Gymnasium—Verandah Cafe.

EMPRESS OF JAPAN. MONTEAGLE.

11,000 tons displacement. 12,000 tons displacement.
Twin Screw Steel Steamships, with Modern Accommodations.
Excellent Table. Reduced First Class Fares.

S.S. "Monteagle" calls at Moji instead of Nagasaki. ALL STEAMERS call at Shanghai both East and West Bound.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European Ports and the West Indies.

For information as to Rate of Freight, Passage, etc. apply to Agents:

HONGKONG—MANILA—SHANGHAI—NAGASAKI—MOJI—KOBE—YOKOHAMA.

J. R. SHAW, General Agent, Passenger Department, Hong Kong. J. H. WALLACE, General Agent, Hong Kong.

TELEPHONE 42.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
SHANGHAI and JAPAN PORTS.

EASTWARD.

WESTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, Mar. 21, 1917. Agents."ELLERMAN" LINE.
(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.For particulars of sailings shippers are requested to approach the undersigned.
Steamers proceed via Cape of Good Hope.
Subject to change without notice.THE BANK LINE, LTD.,
General Agents,or to REISS & Co. Canton
Hongkong, 2 Jan., 1917.

MOTOR CARS

FOR SALE OR HIRE
ORDERS BOOKED IN ADVANCE. APPLY—
EXILE GARAGE.
TEL. No. 1036. DES VORUX ROAD.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Sailing Date

Destination.	Steamers.	Sailing Date
LONDON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Madeira.		
VICTORIA, B.C., & SEATTLE via Keelung, S'hai, Moji, Kobe, Yokkaichi, Shimidzu & Yokohama.	Kamakura Maru Capt. Shirai T. 12,500	FRI, 8th June, at noon.
COCHIN via S'pore, Rang & Rangoon.	Shidzuoka Maru Capt. N. ma T. 12,500	WED, 20th June, at noon.
BOMBAY via S'pore, Malacca & C'bo.		
KOBE	Tenshin Maru Capt. Taniguchi T. 8,000	THURSDAY, 17th May.
SHANGHAI and Kobe	Kamo Maru Capt. Inazu T. 16,000	FRI, 18th May, at 11 a.m.
SHANGHAI, Kobe and Yokohama	Kashima Maru Capt. Tozawa T. 21,000	FRI, 25th May, at 11 a.m.
SHANGHAI, Kobe and Yokohama	Taisho Maru Capt. Ozawa T. 8,000	SATURDAY, 19th May.
SHANGHAI, Kobe and Yokohama	Benten Maru Capt. Tomita T. 8,000	WEDNESDAY, 30th May.
NAGASAKI, Kobe and Yokohama	Tango Maru Capt. Soyeda T. 13,500	FRI, 18th May, at 4 p.m.
SHANGHAI, Moji and Kobe	Penang Maru Capt. Kishibiki T. 10,000	SUNDAY, 27th May.
EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).		

NEW YORK via Manila, San Francisco, Panama and Colon.
Wireless Telegraphy.
Telephone Nos. 292 & 293.NIPPON YUSEN KAISHA.
B. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leave Hongkong
Tenyo Maru	22,000 - 21 knots	23rd May.
Nippon Maru	11,000 - 15 knots	14th June.
Shinyo Maru	22,000 - 21 knots	19th June.
Persia Maru	9,000 - 14 knots	3rd July.
Korea Maru	18,000 - 18 knots	14th July.
Siberia Maru	18,000 - 18 knots	25th July.
1st class to London G\$348. (E71.10.0). return G\$454. (£122).		
to San Francisco G\$150. return G\$437.50.		
*For a voyage the Persia Maru will call at Honolulu.		
Special Rates given to MILITARY, CIVIL SERVANTS, MISSIONARIES to ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.		
Passengers may travel by Railway between ports of call in Japan free of charge.		

VIA JAPAN PORTS, SAN FRANCISCO, HONOLULU, ILOILO, LOS ANGELES.
Steamer
Anyo Maru
18,500 - 15 knots
Leave Hongkong
11th Sept.For full particulars as to Passage & Freight, apply to
T. DAICO, Agent,
KING'S BUILDINGS.JAVA PACIFIC LINE
OF THE
JAVA-CHINA-JAPAN LIJN.Monthly Service between
MANILA, HONGKONG AND SAN FRANCISCO.
Next sailings for SAN FRANCISCO via NAGASAKI.
Subject to change without Notice.
S.S. Arakan 20th May. S.S. Bintang 12th July.
Tjisondari 11th June.
ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.
For particulars of Freight and Passage, apply to:—
JAVA-CHINA-JAPAN LIJN.
Managing Agents.
Hongkong, York Buildings.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.
JUNE 23, SEPTEMBER 5, 1917.AN UNSURPASSED HIGH CLASS PASSENGER
SERVICE AT INTERMEDIATE RATES.O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street, Tel. 1934.THE ROYAL MAIL
STEAM PACKET
COMPANY.Owners of The "SHIRE"
Line of Steamers.FOR SAILINGS TO AND FROM THE UNITED
KINGDOM AND INTERMEDIATE PORTS.

Please apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215, Sub. No. 12.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
MANILA, CEBU & ILOILO	Taming	16th May at noon.
SHANGHAI	Shantung	17th May at 4 p.m.
WEIHAIWEI & TIENTSIN	Huichow	18th May at noon.
SHANGHAI	Yingchow	20th May at 3 p.m.
TIENTSIN	Kweilin	24th May at noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

MANILA LINE.—Twin Screw Steamers "Chichu," "Taming," and "Tea." Excellent Saloon accommodation Amidsips; Electric fans fitted Extra State-rooms on Deck Aft, on "Taming" & "Tea." SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. S.S. "Anhui," "Chusan," "Suning," "Yingchow," "Shantung," and "Shikang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Agents.Telephone No. 36.
Hongkong May 15, 1917.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijlapij	...	16th May	21st May	KOBE
Tijpanas	...	23rd May	28th May	SHANGHAI
Tijlwoong	...	31st May	6th June	KOBE
Tijtaroom	...	7th June	13th June	SHANGHAI

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
York Building.

Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Hailong...	J. W. Evans	TUES, 15th May, at noon.
Haitan ...	A. E. Hodgins	TUES, 22nd May, at noon.

FOR SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration.)

For	Steamship.	On
HAIPHONG	Loksang	Wed, 16th May at 7 a.m.
MANILA	Yuensang	Sat, 19th May at 3 p.m.
SHANGHAI	Wingsang	Sun, 20th May at 4 p.m.
MANILA	Taisang	Sat, 16th May at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kato and Moji, frequently calling at Shanghai.

HANCHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at other ports. Steamers on this line have a limited amount of passenger accommodation, and the high tickets can be obtained for Northern and Yangtze Ports via Shanghai.

Through Bill of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at other when inducement offers.

BORNEO LINE.—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kato, Jesselton, Labuan, Tawau and Lahad Datar.

TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.
Telephone No. 215. General Managers.

AMERICAN EXPRESS COMPANY.

HEAD OFFICE NEW YORK.

Branches and Agencies in all
parts of the Commercial World.BANKERS.
FORWARDERS.
TOURIST AGENTS.AMERICAN EXPRESS TRAVELLERS CHEQUES—
the best form in which to carry travel funds.

12 QUEEN'S ROAD CENTRAL TEL. NO. 2089.

SHIPPING NEWS.

O. S. K. Rates.

The Osaka Shosen Kaisha has raised its rates between Hongkong and Swatow from Y.9 to Y.12 per ton. The new rate came into force on May 1. The Nippon Yusen Kaisha will take similar action. The Osaka Shosen Kaisha is also considering the advisability of increasing its rates between the ports of Tsuruga and Vladivostok. The new rates will be an addition of 10 or 15 per cent, and the Russian Volunteer Fleet Management is considering the feasibility of raising the freight rates to ports of Kamchatka, Sakhalin, Yokohama and Tsuruga. The rates will be increased by 5 or 8 roubles.

Suggestions.

A letter is published in the "Times" from Mr. H. R. Miller, in which two important suggestions are made. The first is that the wording of all charter-parties should be immediately amended so as to exclude the right of charterers to direct ships to German ports, whereas the existing standard document specifically includes German ports. By so amending the wording the dispatch of vessels to German ports after the war could always only be made possible by special negotiation. The second main suggestion is that all shipowners of the Allied countries should undertake not to send a single ship to a German port for at least a year after the war. Germany would thus be dependent mainly on such neutral tonnage as she could secure. When she is faced with such a definite compact she may hesitate to continue her suicidal policy of destroying tonnage.

A German Raider.

The "Norddeutsche Allgemeine Zeitung" correspondent at Copenhagen reports that the second German auxiliary cruiser, the "Puma," is still continuing its activity and has sunk a large number of vessels. This boat, according to the account given, ran into the harbour of Rio de Janeiro recently, and anchored by the side of the interned German vessels there, drawing supplies from them. It was finally held up by a Brazilian warship, but allowed to proceed, and where it is now the Germans themselves pretend not to know. It seems that the "Puma" was so well provided with arms and ammunition in Rio de Janeiro that it has been able to provide captured vessels with guns and to turn them into raiders. Eleven English warships several French, and one Japanese are said to be in pursuit of the raider, but in spite of this she has succeeded in sinking 25 ships. The "Norddeutsche Allgemeine Zeitung" is careful to add that the "Puma" has not yet sunk an American ship, and that she has refrained from sinking passenger ships.—Exchange.

Portuguese Shipping.

Germany will by now have learned to her cost how her aggression has been in many directions, in commerce and trade, a "blasting in disguise." Thus, the Portuguese Government have now been forced to establish a permanent and regular steamship service between Lisbon, the Azores and Madeira, and, likewise, between Lisbon, Pernambuco and Rio de Janeiro, utilizing eight German steamships interned in Portuguese home waters at the outbreak of the war. By establishing this line an old plan has been brought to fulfilment, namely, to establish a Portuguese direct steamship line between the two Portuguese-speaking countries, Brazil and Portugal. This enterprise on the part of the Portuguese Government is very interesting, indeed. The sailings are reported to be monthly, and subsidiary lines with steamers carrying freight between Brazil, Uruguay and Argentina, are to be connected. Having inaugurated this new line, it is the intention of the Portuguese Government to hand over the above-mentioned steamers to a Portuguese company to be formed for the purpose, and the Government undertakes to hand over the steamers to the highest bidder on the following terms: The acquisition to be based on a monthly charge of minimum 40s. 6d. per gross tonnage, payable monthly in advance; all repairs and expenses incurred in reference to the steamship service payable by the company, and the crews of the vessels to be Portuguese.—Kelly's Trade Review.

NOTICES.

WELLS FARGO & CO.
EXPRESS.

FORWARDERS TO ALL PARTS OF THE
WORLD. SPECIAL ATTENTION GIVEN TO THE
SHIPPING OF TOURISTS' SAGGAGE AND PUR-
CHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB & CO., Representatives.
FORWARDING DEPT.
1a, Chater Road. Phone No. 1500.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

This vessel plies regularly between HONGKONG & BELAWAN
DELI (Sumatra) via Swatow.

Next Sailings from Hongkong:

This vessel has excellent saloon accommodation for a limited
number of passengers, is fitted with all modern conveniences
and carries a duly qualified surgeon.

For freight and passage apply to—

York Building, Tel. 1574.

Hongkong, 30th Dec., 1916.

JAVA-CHINA-JAPAN LIJN.
Agents.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA."
14,000 tons each.

Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

Sailings from Hongkong.

S.S. "VENEZUELA"
S.S. "ECUADOR"
S.S. "COLOMBIA"

For dates of sailing apply
at Company's Offices.

These steamers have the most modern equipment including over
head electric fans and electric lighting ALL LOWER BERTHS &
Large Comfortable Staterooms (all single and two berths only).
The Safety and Comfort of Passengers is our First Consideration.
Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian
Pacific Ocean Service, Ltd.

For further information, rates, literature, schedules etc.,
Apply to—

Telephone No. 141.

Company's Office in
ALEXANDRA BUILDINGS,
Chater Road.

HONGKONG, CANTON, MACAO
& WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD., & CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer \$ 7.00
Return Fare by Night (available also for return by day steamer) 12.00
Single Fare by Day Steamer 6.00
Return Fare by Day Steamer 11.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

TUESDAY, 15th MAY, 1917.
10.00 p.m. Kinshan. | 4.30 p.m. Heungshan.

WEDNESDAY, 16th MAY, 1917.
8.00 a.m. Heungshan. | 8.00 a.m. Fatshan.
10.00 p.m. Fatshan. | 4.30 p.m. Kinshan.

HONGKONG-MACAO LINE.

S.S. Taishan Tons 2,008. | S.S. Sui Tai Tons 1,651.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok
Street Wharf. Sundays, at 9 a.m. and 1 p.m. from the Company's
Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 20th MAY, 1917.

The Company's Steamship

Will depart from the Company's Wing Lok Street Wharf at
9 a.m. and return from Macao at 3 p.m.
N.B.—The Company will also run a steamer from Macao on
Sunday at 7.30 a.m. and from Hongkong at 1 p.m. from the
Company's Wing Lok Street Wharf.

The attention of the Public is drawn to special facilities
afforded by the Police Department of the Macao Government.
Passes are issued at the Police Station facing the Company's Wharf
thus obviating delay and trouble in having to apply at this Head
Police Station for permits.

Fares: Saloon, Single \$3, Return \$5.

FARES AS USUAL.

MACAO-CANTON LINE.
SERVICE SUSPENDED.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM 588 Tons, and S.S. NANNING 559 Tons.
One of the above Steamers leaves Canton for Wuchow every
Monday, Wednesday, and Friday, at about 8 a.m., and the other
leaves Wuchow for Canton on the same days at 8.30 a.m. Round
trips take about 5 days. Passengers can return to Hongkong or vice
versa by the Company's direct Steamers LINTAN and SANUI.
These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON, & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor) Opposite the Blake Pier.

VESSELS LOADING AND TO LOAD.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
NEW YORK, SAN FRANCISCO AND CANADA.			
San Francisco via Japan.	Arakan	J.C.J. L.	20, May
San Francisco via Japan.	Tenyo M.	T. K. K.	23, May
Victoria, B.C., & Japan.	Kamakura	N. Y. K.	23, May
San Francisco via Japan.	Tijsonderi	J.C.J. L.	8, June
San Francisco via Japan.	Nippon M.	T. K. K.	11, June
Victoria B.C., & Japan.	Shidzuoka	N. Y. K.	14, June
San Francisco via Japan.	Chira	C. M. S. S.	20, June
San Francisco via Japan.	Persia M.	T. K. K.	23, June
San Francisco via Japan.	Bintang	J.C.J. L.	3, July
San Francisco via Japan.	T. K. K.	T. K. K.	12, July
San Francisco via Japan.	Siberia M.	T. K. K.	14, July
San Francisco via Japan.	China	P. M. S. S.	25, July
San Francisco via Japan.	Anyo M.	T. K. K.	5, Sept.

JAPAN AND COAST PORTS.

Swatow, Amoy and Foochow	Haibong	D. L. Co.	15, May
Hankow	Lunan	B. & S.	15, May
Shanghai	Sunning	B. & S.	15, May
Swatow and Bangkok	Changchow	B. & S.	15, May
Manila, Cebu and Iloilo	Taming	B. & S.	15, May
Haiphong	Loksang	J. M. Co.	16, May
Shanghai	Shantung	B. & S.	17, May
Kobe	Tenshin M.	N. Y. K.	17, May
Shanghai, and Kobe	Kamo M.	N. Y. K.	18, May
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	18, May
Weihaiwei and Tientsin	Yuensang	J. M. Co.	19, May
Manila	Taisoo M.	N. Y. K.	19, May
Shanghai, Kobe and Yokohama	Wingsang	J. M. Co.	19, May
Shanghai	Yingchow	B. & S.	20, May
Kobe	Tilalajap	J.C.J. L.	21, May
Tientsin	Kwellin	B. & S.	21, May
Shanghai, Kobe and Yokohama	Kashima M.	N. Y. K.	24, May
Manila	Taisang	J. M. Co.	25, May
Shanghai, Moji and Kobe	Penang M.	N. Y. K.	27, May
Shanghai	Tijpanas	J.C.J. L.	28, May
Shanghai, Kobe and Yokohama	Benten M.	N. Y. K.	30, May
Kobe	Tililowong	J.C.J. L.	6, June
Shanghai	Tjitaroom	J.C.J. L.	13, June

NOTICE.

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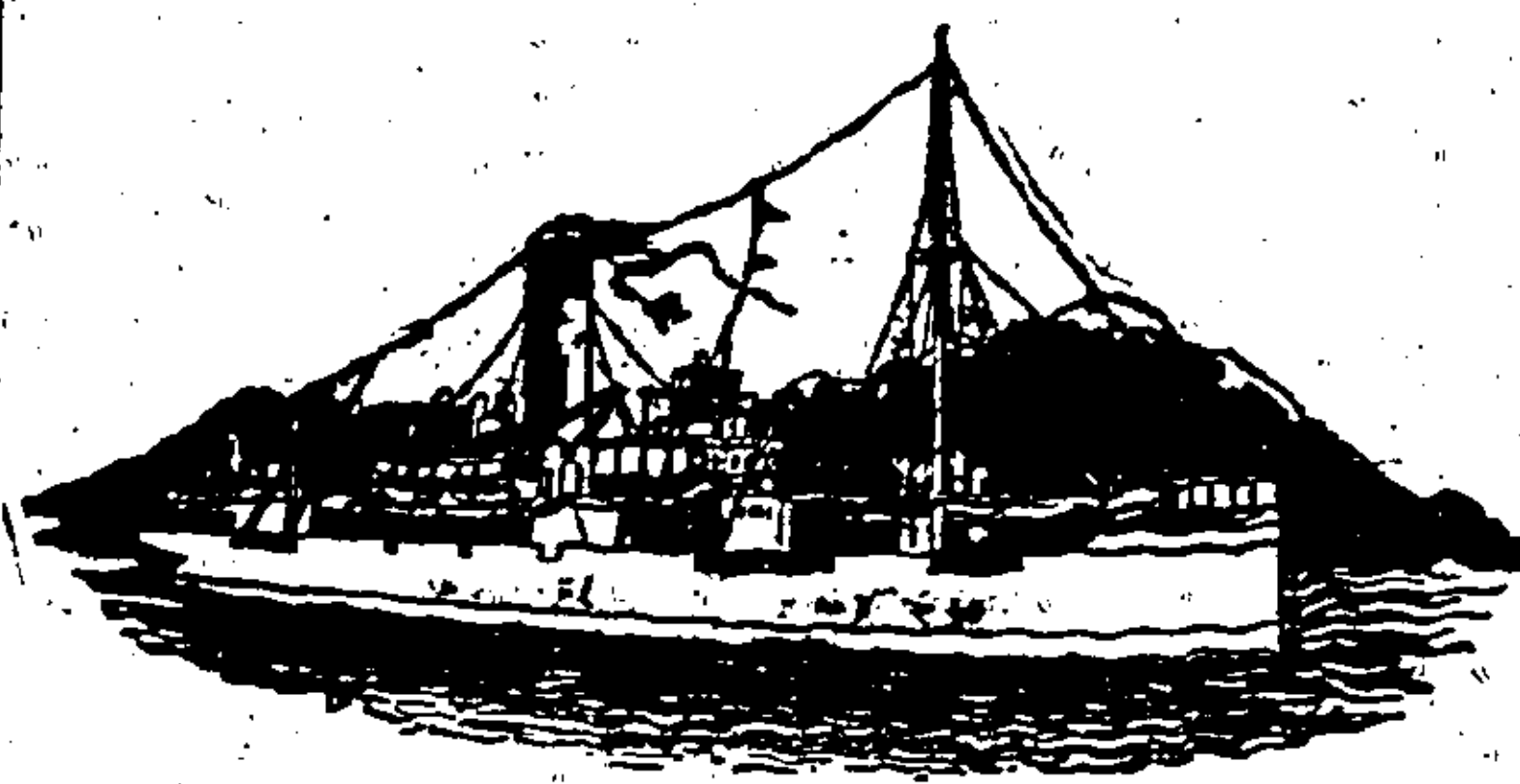
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S.S. "TENYO MARU."

From SAN FRANCISCO, via
HONOLULU, JAPAN PORTS
and SHANGHAI.

The above named steamer
having arrived, consignees of
cargo are hereby notified to
send in their Bills of Lading for
countersignature, and to take
immediate delivery of cargo from
alongside.

Cargo remaining undelivered
on 13th May, at 5 P.M., will
be landed at consignees' risk and
expense, and delivery must then
be taken from the Company's
Godown.

Storage charges will be assess-
ed on all cargo remaining un-
delivered on 16th May, at 5 P.M.
No Fire Insurance whatever
will be effected.

No Claims will be recognised
after the goods have left the
Steamer or Godown.

All chafed and damaged cargo
will be landed into the Company's
Godown, where they will be
examined on 24th May, at 10 A.M.
No Claim will be recognised if
filed after the 31st May, 1917.

T. DAIGO,

Agent.

Hongkong, 11th May, 1917.

MOVEMENTS OF
STEAMERS.

The S.S. CHINA arrived at San Fran-
cisco on Monday, May 7.

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Manager.

Longkong, No. 2, Pedder Street.

NOTICES.

THE CHINA-BORNEO
CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FOURTEENTH YEAR-
LY MEETING OF SHARE-
HOLDERS of the above Com-
pany will be held at the Com-
pany's Office, St. Georges Build-
ing at 11 a.m. on FRIDAY, the
18th May, 1917, to receive a
Statement of Accounts to the
31st December, 1916, and the
Report of the General Manager
and Consulting Committee, and
to elect a Consulting Committee
and Auditor.

The TRANSFER BOOKS of
the Company will be CLOSED
from the 5th May, to the 18th
May, both days inclusive.

THE CHINA-BORNEO

CO., LTD.

W. G. DARBY,

General Manager.

NOTICE.

WM. POWELL LTD.

NOTICE IS HEREBY given
that the SIXTEENTH
ORDINARY GENERAL MEET-
ING OF SHAREHOLDERS in
the above Company will be held
at the Company's Office on
WEDNESDAY, the 23rd May,
1917, at 12 o'clock NOON, for the
purpose of receiving the Report
of the Directors, and Statement
of Accounts to 28th February,
1917.

The TRANSFER BOOKS of
the Company will be CLOSED
from the 16th May, the 23rd
May, both days inclusive.

H. O. HOLT,

Secretary.

Hongkong, 2nd May, 1917.

G. R.

Any European, Non-Asiatic or
Indian desiring to leave the
Colony should apply in person
at the Central Police Station
between the hours of 9 a.m. to
1 p.m. and 2 p.m. to 4 p.m. daily.
Applicants will be required to
produce Passports or identifica-
tion papers.

All persons with certain excep-
tions who remain in the
Colony for more than 7 days are
required to Register themselves
under the REGISTRATION OF
PERSONS ORDINANCE 1916.
Forms of Registration giving the
particulars required may be
obtained at the G. P. O. and at
all Police Stations.

The Penalty for non-com-
pliance is a fine not exceeding
\$50.

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Accessories, Drapery, Millinery and Piece

Goods, Fancy Goods and Perfumery,

Hardware, Machinery and

Metals, Jewellery, Plate and Watches,

Photographic & Optical Goods,

Provisions and Oilmen's Stores,

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GERMANY'S

DIFFICULTIES

The Meaning of Britain's
Seaports.

In estimating the difficulties
Germany's project of blockading
the British Isles, one must take
into account the fact that it would
be necessary for the blockading
power to guard a deadline of
1,600 nautical miles, measured
from headland to headland,
twenty miles off shore. There are
119 ports, large and small, that
must be sealed up, and eighty
of these, even at low tide, are open
to ships that can navigate fourteen
feet of water. Furthermore, it is
said that the British coast line has
a greater number of bays and other
navigable indentations than are
to be found anywhere else in the
world in the same length of
straightaway shore line. These
facts are brought out in a survey
of "One Hundred British Seaports"
in the National Geographic
Magazine (Washington).

England is so deeply indented
that no part is more than seventy-
five miles from the sea, while the
rambling coast line of Scotland is
familiar to all students of geo-
graphy. Ireland is not as deeply
indented as England and Scot-
land, but her shores are extremely
difficult to blockade.

In normal years an average of
214 ships arrive at ports of the
United Kingdom from foreign
waters every day in the year,
while there are 780 arrivals from
home ports of ships in the coast-
wise trade. The merchant-
marine of Great Britain includes
nearly 12,000 ships of all kinds,
of which about 2,800 are sailing
ships, and 5,300 steam vessels
employed in the home trade.
There are approximately 4,000
ships engaged in sailing between
British and foreign ports, and
there of an average capacity of
more than 2,500 registered tons.

At the end of 1916 there were
465 steam vessels under con-
struction in British shipyards,
more than half of them being
ships of more than
5,000 tons burden. These new
ships would replace, both in
tonnage and in number, those
sunk by German submarines, up
to the end of 1916.

Britain's dependence on the
importation of foodstuffs would
make her the most vulnerable of
nations did she not possess the
strongest navy in the world. It
is estimated that 90 per-
cent. of the food consumed by
her 45,000,000 people is brought
in by ships engaged in foreign
trade. As a compensation for
this handicap, however, her vast
deposits of coal and iron go far
to relieve her from the dangers of
blockade.

The port of London handles
approximately one-third of all the
exports and imports of the United
Kingdom. The ships of the
whole world visit it in normal
times.

NOTICE.

THE HONGKONG & SOUTH
CHINA WAR SAVINGS
ASSOCIATION.

THE SUBMARINE PERIL.

"Still More Drastic Steps."

Sir Edward Carson, First Lord of the Admiralty, was the guest of the Aldwych Club at a luncheon given last month at the Connaught Rooms. Lord Northcliffe presided. The Chairman, in welcoming the guest, said on one occasion Sir Edward Carson had succeeded in robbing his poor little paper of £350,000. (Laughter.) They had in their guest a man who had had the courage to leave the Government last year, and when they read the Dardanelles report, they would know what caused him to leave that Government. The present potato shortage was only one of many shortages that were coming; and the man to whom these shortages, if they could be averted, was their guest of that day. (Cheers.)

Sir Edward Carson, who was received with great enthusiasm, said: I shall only spend one sentence in thanking you for the hearty welcome you have given to me to-day. You welcomed me as, for the moment, being the civil head of the great Service to which we all owe our Fleet at the present moment. We are here not merely for the purpose of social pleasure. No meeting of serious men at the present time can take place without its being at the back of every man's mind how much we are filled with anxiety in the grave position in which the nation finds itself. I have never myself thought that anything was to be gained by either making things worse than they are, or by pretending that they are better than they are. (Cheers.) I believe the manhood of our race will assert itself in any situation, and I believe that what it wants to know is, what is the real situation, in order that it may so assert itself. (Cheers.) Lord Northcliffe has stated that I have assumed my present office at the most critical time in the nation's history. I can assure you no one is more conscious of that than I am. I have to grapple—I mean the Navy has to grapple—with new problems of a critical character vital to the maintenance of our supremacy on the seas, and I have to confess, and I openly do confess, that we have not yet satisfactorily solved these problems. We have to deal with an enemy that has set at naught all the humanitarianities that, as the result of centuries, have been embodied in our international law; and I only mention that to point out to you that the grave difficulties that have confronted us were probably in the past not so present in the minds of statesmen as they would have been if it had been thought possible that in the present day, in the present century, all the arts and sciences of civilization should be used for the purpose of increasing the methods of barbarism.

One thing I would like above all others to say at the outset. I should advise the country to pay no attention to amateur strategists. (Cheers.) And for this reason: amateur strategists are always impatient, and amateur strategists are always ready for a gamble. I tell you we cannot afford to gamble with our Fleet. (Cheers.) Think for a moment, when you hear and read of men professing that they are able to teach the Navy what they ought to do and what they ought not to do, remember that to gamble with our Fleet, if the gamble fails, would be the end of your Empire—(cheers)—whereas, if the Germans like to gamble with their fleet, it is not even the end of the war. Nobody recognises more than I do the responsibility of the office of First Lord of the Admiralty, and I hope I have a very clear comprehension in my own mind as to where my usefulness, if any, begins and where it ends. No one need fear that I do not consider myself as having ceased to be a lawyer and become a sailor in a few weeks—(laughter)—nor need anyone think that because I was able at the Bar to obtain such results as have been referred to by Lord Northcliffe, who had the misfortune not to employ me—(laughter)—I imagine for a moment that because I was supposed to be a cross-examiner, I can therefore in a few weeks become a strategist. No, so long as I am at the

Admiralty the sailors will have full scope. (Cheers.) They will not be interfered with by me, and I will allow no one else to interfere with them. (Cheers.) My duty is to work with men in whom I have confidence, and my duty is to give them my whole confidence. (Cheers.)

I am bound to say that I entered the Admiralty in a state of extreme ignorance. Some one asked me the day I went there how I felt, and I said, "My only qualification is that I am absolutely at sea." (Laughter.) I never realised, and I doubt if many do, what the Navy is to-day, and what it is doing. I do not know that I could describe it; and I certainly could not in the space of time allotted to me to-day. I wonder how many people in the country, when they think there ought to be a ship everywhere where it may be wanted, have ever contemplated what the expense of the high seas is. In the North Sea, which is sometimes spoken of as if it were like a few fields, there are a quarter of a million square miles; in the Atlantic there are 30,000,000 square miles; in the Indian Ocean there are nearly 30,000,000; and in the Pacific there are nearly 70,000,000 square miles. And, after all, in all that huge sea, it is something to say that there is not a single German merchant ship carrying on business. (Cheers.)

But the dealing with these seas has become a new problem by reason of the submarine. It is no use abusing the Germans for the use they make of the submarine. You may abuse them until you are black in the face, but it won't save a ship. The submarine, remember, operates 250 to 300 miles from the coast, and if anybody is indiscreet enough to make out what the coast means, and take the number of square miles I have given you, he can set himself the problem to see what it is we have to police. But the submarine is not the only difficulty. There is, to my mind, equal difficulty in the question of mines. In the olden time the laying of mines was dangerous, but it was nothing to what it is now, because not only are the submarines used for sinking ships, but they are used for laying mines under the water. They can follow your mine-sweeper, and, as quickly as you sweep up mines, they can lay new ones without your knowing or suspecting. Do not underestimate the danger and difficulties of that operation. Mines have been laid as far out as the Cape of Good Hope, in the Gulf of Aden, and Colombo.

What do you think of the gigantic work that that involves upon the service over which I preside? I look back at the old days in the House of Commons on which we used to try to limit our needs. How foolish are the old arguments about the margin of one Power over the other! We have trade routes everywhere, and the keeping of the belligerent Navy off the waters, while it solves one problem, does not solve the whole problem in relation to these trade routes. We have wars in many theatres. It is not a war with Germany. You have a war, a naval war, going on over the whole of the seas—war in the Channel, war in the Atlantic, war in the Pacific, war in the Mediterranean, war round Egypt, war in the Adriatic, war in Mesopotamia, war at Salonica. And day by day, the Navy is called upon to supply the material for carrying on all these wars. Did anybody ever contemplate a war of that kind? When I mention one figure to you—that at the commencement of the war we had something like 150 small vessels for patrol work, and now we have something like 3,000—you will see the gigantic feat that has been accomplished by this Navy. In all these theatres of war we have to provide patrols, convoys, mine-sweepers, minelayers, air service, boarding steamers, net layers, minecarriers, and fleetmessengers; and, recollect, if you criticise us for not doing enough, so far as I am concerned, and so far as the Admiralty are concerned at the moment, we have to fight with the weapons that are there, because you cannot improvise ships as you might a gun or a rifle. The work, as I said before, is gigantic. It is easy to talk of a mine-sweeper. I wish the whole nation

could understand what these men are doing. (Cheers.) The thousands of men engaged in those operations are the men who are feeding the whole population of this country, from morning till night, battling with the elements as well as with the enemy, fighting dangers overhead and dangers under the sea. The mine-sweeper is like the soldier who is daily over the parapet—he carries his life in his hand at every moment, and he does it willingly. (Cheers.) Where will you get in the whole world such brave men as those who are willing, as our men have done, from day to day, to go out in the early morning to sweep for mines with the almost certainty that if they reach them at least one of the ships may be blown up? I do not believe that the sailors of any other nation would undertake the dangers and difficulties that our men do.

Yes, our position is a grave one. I wish we could bring home to the men in the shipyards what return they ought to make to those brave men who are dying for them from morning to night. (Cheers.) I am not now casting any blame on the men in the shipyards generally, but I do wish that every man would realise that the least return he can make to those men whom I have described is that he should not dawdle through his work—(cheers)—and merely earn his wage; that he should not be striking whilst other men's lives are being sacrificed because we are short of ships; that he should realise at all events that in the comforts of home, with good wages, the least he can do is to sacrifice every ounce of his muscle to put into the repairs of the ships all that is necessary to enable us to carry on. (Cheers.) I say all that purposely, because I know we have gone through considerably added dangers by reason of strikes and shirking of work at home. I know that is not a popular thing to say, but I believe if we could only get these men to understand that their exertions bear no proportion to the dangers and the trials of those men who are facing from day to day everything that makes for the very extinction of their existence—and those are the men who are feeding the strikers—the honest English heart would be ashamed. (Cheers.)

We are sometimes asked, why don't we publish more from the Admiralty. For my own part, my policy is to publish all I can. At the same time you must recollect that war at sea is a succession of daily incidents which do not vary very much. Big actions are rare; they always have been, but I believe in modern warfare they will be still more rare. As regards movements and methods, they must of course vary from day to day, but the movements and methods of the Navy cannot be made public. (Cheers.) It is impossible to make them public, because it would be giving information to the enemy. Very often, if you were to make known matters which to those who do understand these methods and movements may appear to be perfectly innocent, you would put the enemy in a state of preparedness, which is the very last thing we would desire. I myself have very often been so struck by particular acts of gallantry that have been brought before me that I have been anxious to have descriptions of particular encounters with submarines published broadcast, so as to show the people what we are doing. I have never ventured to take that responsibility upon myself if my expert advisers were opposed to it. (Cheers.)

The nation must have confidence in us. The nation must have patience, and I believe the nation will have patience if the real situation is told them. That real situation threatens the food of the people, threatens it to an extent that no one could have anticipated. Why, last month, nearly half a million of tons of shipping were sunk. Five hundred thousand tons shipping! That means, if the same rate goes on, 5,000,000 tons of shipping in the year. That is not British tonnage. British tonnage was about half that. We ought to contemplate what that means, and whether that goes on or whether it does not, we ought certainly to survey the situation as if it were going on. (Cheers.) I think we are doing that, and I

A SOLDIER'S LAPSE.

Theft of Field Glasses and Telescopes.

James Grant, a soldier in the R.G.A. was charged before Mr. C. D. Malbourne, at the Police Court this morning, with the theft of two telescopes and two field glasses, which were secured by false pretences from W. Weatherpoon, F. G. J. Ling, J. H. Pearson, and R. H. Cousins. Det. Sgt. Murphy said about the 28th of last month defendant went to different houses and obtained glasses, saying he wanted them for signalling use for that day only. If they were not lent to him he would have to go to Lyceum for some. He got the glasses under those conditions. He sold one pair to a Chinese shopkeeper at Praya East for \$5, another pair he sold for \$2, and another pair for \$1.50. A telescope was sold to a sailor at the Naval Canteen, but this could not be traced. Defendant was arrested as an absentee, but he had already been dealt with for this offence. Defendant told him (the sergeant) that he had done this for a purpose. He did not know what was meant by that.

Defendant pleaded guilty. His Worship said he was informed by defendant's officer that defendant had previously had a good character. He would be sent to prison for a month.

CHINESE YOUTH'S FINE.

A Rehearsing Asked For.

At the Police Court this morning, before Mr. J. R. Wood, Mr. J. H. Gardiner applied for the rehearsing of a case in which a Chinese youth was fined \$2,000 by his Worship the other day for being in possession of 38 tael of prepared opium.

His Worship said he did not think it would be much use to rehearse the case.

Mr. Gardiner said it so happened that the Court Shanghai interpreter formerly employed the youth, and he was passing a shop when he saw a man hand the youth a parcel, and followed. His Worship would remember that when the youth was stopped he said that the parcel belonged to a man in front. Mr. Wood remarked that there seemed to have been some unwillingness for the boy's employer to come to Court and give evidence. The case would be adjourned.

Gymkhana Entries.
Entries for the second Gymkhana of the season closes to-morrow.

think the people ought to understand that in the drastic steps which we are taking—and I am making no breach of confidence in saying that I believe they will be still more drastic—the people must rest assured that in all these steps we are taking we are doing the minimum and not the maximum of what brings discomfort to-day.

Six million tons of shipping! What does that convey to these shores? If we succeed in reducing it is very easy to relax restrictions, but for my own part I shall never agree in any circumstances to allow a state of affairs to accumulate in which it will suddenly burst upon the people that we are in a condition that they never anticipated. (Cheers.) Remedies in a panic lead to revolution, lead to want of confidence. Plain talking and drastic action, in accordance with the situation, leads to confidence, and leads to peaceful submission by our people. Our people, I believe, if they are told it is a question of their sticking it out, or the Hunn sticking it out, will one and all say, "No matter what they may do, we will stick it out—(cheers)—and see it through to the end."

I am afraid that is all I can say upon this occasion. Perhaps you will think I am a pessimist—"No"—I am not. Perhaps you will think I am a coward—"No"—I am not. No; real optimism and real courage is in the man who will face the facts. (Cheers.)

MARINE COURT ENQUIRY.

The Charges Against a Chief Engineer.

The Marine Court enquiry into charges of misconduct made against W. J. Stokes, Chief Engineer of the s.s. Pheumpeh, by Captain De la Sala, master of the vessel, was resumed this morning.

The Hon. Mr. E. H. Sharp, K.C., instructed by Mr. W. E. L. Shenton, appears for the Captain, and the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. C. D. Wilkinson, for the defendant.

J. E. Bowring, Second Engineer of the s.s. Pheumpeh, said he received his certificate ten years ago and had been in the ship over three years. The present Captain had been on board about three months. The Captain was rather excitable. Witness gave 24 hours' notice to leave the ship when she returned about May 3. The Harbour Master said he must stop on board. On March 29, there was a question of putting more cargo aboard. The Captain sent for him and the owner asked if the charterers could put more cargo in the vessel. He said he would not stop anyone putting cargo on, but he would not sail if the ship were loaded below the load line.

Mr. Sharp asked witness if he were aware that Capt. Fraser would give up his ship if Mr. Stokes was put on board.

Mr. Pollock objected to this question, and said if Mr. Fraser wanted to say anything, let him be called and he (Mr. Pollock), as counsel, would cross-examine him.

Mr. Sharp:—I should not have put it if I did not know that it was true.

Mr. Pollock:—How do you know it is true?

Mr. Sharp:—By the veracity of my informants.

Mr. Pollock:—The whole thing is a piece of flagrant hearsay. The Harbour Master said the Court was of opinion that the question should not be put. Answering further questions, witness said that at Saigon the ship was not overloaded, but was down to her marks. The ship had a slight list, but he could not say on which side. One of the marks was a little out of the water and the other a little under.

Capt. De la Sala then went into the box and said that at Saigon he had trouble with one of the engineers through drink. He went up to the man and reprimanded him on the language he was using about the food. He sent for the Chief Engineer and when he arrived he told him about the engineer. Witness added:—"Mr. Stokes then stuck his nose to me in his usual insubordinate manner and said 'I am not going to act as your go-between.' " Witness asked if he were going to help him, and he replied that he always stuck up for his own cloth. The matter was reported to the Consul. At the same time, as he had been having trouble with the Chief Officer, he went to the Consul and he told him to log him and also to get the Chief Engineer to sign it. When he got to Hongkong he logged the Chief Officer. The Chief Engineer knew that the officer was drunk, because he told witness that, while lying at Saigon, he said "At this rate we shall make the Wolf Rock at 3 o'clock and get to Liverpool to-morrow." On April 5, Mr. Stokes received a notice that the ship would sail on April 7. He said he did not see how she could possibly get away on that day. On April 6, he sent for Mr. Stokes and reminded him that he had to be ready at 7 o'clock the following morning. He then gave witness the resignation of the Second and Third Engineers. He told Mr. Stokes it was impossible and had the engineers sent for and told them it was impossible. They then withdrew their resignations and went about their work and the ship sailed the next morning, with a considerable number of emigrants. Provision had been made for additional drinking water. The Chief Engineer objected to the methods employed and said he would not use any of the water left over for his boilers. Soon after leaving Hongkong, the Chief Engineer

brought up a glass of ink-coloured water. Witness told him to flush out the pipes and he went down and saw this done. When it ran clear, he drank a glass of it. He did so because the Chief Officer was smelling the water and holding it up to the light in front of a number of Chinese. Witness told him not to do that, for if the people got the idea that they were being given bad water, they would murder them all and take charge of the ship. After he drank the water, the Chinese seemed satisfied and undoubtedly this stopped trouble. He told the Chief Engineer to draw the water privately, but he did not do so and there a repetition of the incidents as on the first occasion. On the third day, the emigrants were rather menacing because of the water, and witness logged the Chief Engineer. Witness was afraid that there would be trouble. He told the Chief Engineer that he considered him dangerous and malicious. Witness went on to speak of the stopping of the engines when in a dangerous position and also of another similar occurrence when in the Straits of Malacca. He complained that no notice was given of the stoppage.

Referring to an incident on April 14, witness said that whilst in the centre of a reef the engine stopped without any warning. He rushed to the engine room and told the Chief Engineer that the ship was in a dangerous position. No warning was given, as is customary, that the engines would be stopped, and he requested the Chief Engineer to give him warning. There was another stoppage at 11.55 p.m. on April 20, when in the Malacca Straits, when another ship was approaching them on the port side. The ship suddenly began to shake and jar and the officer on the bridge asked what had happened. Witness replied that they must have struck something. He ran to the engine room and heard a sound of hammering. No warning of the stoppage was given and no telegraph was rung. The ship was brought up suddenly, and he had never experienced such a thing before. He sent for the Chief Engineer and told him he was going to log him for negligence and carelessness, and told him that he would have to keep his watch in the engine room instead of in his room.

Asked whether he thought such an accident could have happened if the engine had been looked after, the Captain said he was not an engineer. An automobile would not have done it with him if he was looking after it. On arriving in port, another engineer came on board to relieve the Chief Engineer, and he told Mr. Stokes to turn over all the property, and the next day the articles would be signed. The signing was to have been done on April 4. On April 3, he saw the Chief Engineer and asked him when it would be convenient for him to sign off, and he replied that he had done so. Witness wrote a letter to the Chief Engineer telling him that he still considered him to be on the articles. The Second and Third Engineers also handed in their resignations when the ship returned to Hongkong.

Before proceeding to cross-examine the witness, Mr. Pollock said he did so under protest and did not waive his preliminary objections.

Answering questions, witness said the Chief Officer came to him with a clean discharge. He admitted that he could have made a better choice if men had been available, but it was a case of "Hobson's choice." As to the prohibiting of drink on the ship, he thought it would be better to do so, and he thought he was in his right in saying that there should be no drink on board. He could not carry this out, because of the threat of the Chief Engineer. He thought the request he made was quite a reasonable one, and the Chief Engineer threatened what amounted to a boycott if he carried out his orders. He withdrew this and said that everybody could take a drink in moderation but there was to be no treating in rooms. The Chief Engineer gave his word that this should be done.

Further evidence was given, and the case was again adjourned.

HARBOUR OFFICE CLERK.

Fined for Theft of Money.

At the Police Court this morning, before Mr. C. D. Malbourne, a Chinese clerk, employed at the Harbour Office, was charged with stealing various sums of money. Mr. C. Mol. Messer appeared for the prosecution and Mr. J. H. Gardiner defended.

Defendant pleaded guilty. Mr. Messer said he had been asked not to press the charge, to say a few words in mitigation of the offence. Defendant was the son of a very old Government servant of 61 years of age, and, as often happened, the man had spent all his savings in giving an education to his son. About three years ago his son was given a position in the Harbour Office, and for about two years his conduct was beyond reproach. Then he got into trouble; led perhaps by companions. He was led astray, he and others going for joy rides in motor cars, and borrowing money from Indian money-lenders. His Worship would hardly believe the methods adopted by these money-lenders. They lent money on almost any terms and when they wanted their money back they pressed for it in a disgraceful manner. Defendant was on the junk office at the Harbour Office, and he often found that he had in his keeping about \$400, which he had not been able to pay into the bank. This money was a temptation. He asked his Worship to take a lenient view of the case, on account of the father's old and faithful service.

Mr. Gardiner bore out these remarks. His Worship inflicted a fine of \$100.

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held in the Board Room this afternoon, over which the President presided.

Formal Matters.
There were several formal matters relative to various sanitary conveniences.

Some correspondence was submitted relative to the burial of exhumed Chinese bodies in Mount Caroline Cemetery, but after some discussion, the matter was allowed to stand over.

The Death Rate.

The mortality returns showed that during the week ending April 22, the death rate of the Colony per thousand per annum was 18.5, whereas during the following week it was 18.9, as against 31.00 for the corresponding week last year.

No Infected Rats Found.

It was revealed by the rat returns that during the week ending April 23, 1,805 rats had been caught, and that during the following week as many as 1,368 rats had been captured and examined. None of these two weeks' captures was found to be suffering from plague.

TRAMWAY RETURNS.

The following is the approximate statement of the Hongkong Tramway Company's traffic receipts for the week ending May 12, 1917:—

	Receipts for week.	Aggregate Receipts for 10 weeks.
This Year: ...	\$13,478	\$250,253
Last Year: ...	16,775	254,834
Increase: ...		
Decrease: ...	3,297	4,576

The Unfit.

"We now know that the Army has had to discharge 100,000 men, physically unfit, owing to their having been taken when in a low state of health," said Mr. Maclean, M.P., at the House of Commons Appeal Tribunal. "I am quite sure that another 100,000 will have to be discharged. We are going to pay very close attention to the matter, in order to safeguard not only the unnecessary breaking up of homes, but the nation's finances."

